



**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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S. A. S. M. E. E. Bulletin

1927 ~ 2007

THE OFFICIAL JOURNAL OF

**THE SOUTH AUSTRALIAN SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS INC**

DECEMBER 2007

ISSN/0155/3700

Message from the President.

On behalf of the Executive Committee may I extend to all members and their families, a joyous and safe Xmas with best wishes for the year ahead, and may we all strive to make it just a little better.

CLUB JOTTINGS

By SMOKEY

NEW 5"g LOCO.

On Saturday 25th August Graeme Driscoll gave his latest steam loco its first run. Most Members are aware that Graeme has been constructing a loco with a difference, that of a German prototype with 8 cylinders, 2 cylinders driving each axle hence no side rods. When finished it will be fully streamlined.

Anyway, the initial test run of some 60 minutes duration proved a great success and Graeme was very happy. At one stage the loco was clocked at 16kph and still accelerating, however this is hush hush and nothing is official !! Being driven on each axle makes the loco very stable and smooth running and we all wait, with interest, to see the finished product.

OVERSEAS VISITOR.

On Saturday 25th August we were paid a fleeting visit by John Howie of the Canterbury Live Steamers Club in Christchurch New Zealand. Unfortunately SASMEE was not running trains on the day however, John had a long conversation with Ian, John, Graeme and Barry and details of each Club were exchanged with Barry presenting John with our 80th Celebratory Bulletin as a souvenir. He promised to reciprocate when he returned home. John was leaving the following day for a trip to Darwin on the Ghan. He was wished a pleasant trip with a few tips given by John [Lewis].

SPRING RUNNING -- SEPT 07.

The pfd on Sunday 2nd September proved a pleasant sunny day of 19 degrees, 10 locos on site, a good show of boats however it was Father's day which perhaps was responsible for a less than average Sunday crowd. Two Birthday parties were noted and rides were aplenty. Bob Lindner, from the Roseworthy Club was noted in attendance having a chat with various members.

A short surprise visit was made by Don Awalt accompanied by his daughter. Don is making good progress recovering from several major heart operations.

The canteen was staffed by Jean Clark, Dorothy Ambler, Helen Greenslade and John Lewis.

The boat pond, fresh from a "treatment" played host to craft operated by Malcolm Ambler, Bob Smith, Bill Weste and David Wescombe-Down and son.

The steam house, as advertised by much whistle blowing, was staffed by John Weidenhofer, Ralph Ollerenshaw and Bob Scanlan.

SASMEE PARK 5"g.

Station attendants Brian Greenslade and Mitchell Templeman dispatched the following trains:-

0-6-0x2	Kitson Meyer #34	Graeme Driscoll.
2-8-4	SAR 720 Class #720	John Mere.
2-8-0	Nigel Gresley #456	Bryan Homann
2-8-0	Nigel Gresley #457	Simon Lindsay.
0-6-0	Speedie	Robin Wallace.
0-4-0	Juliet #1965 [3.5"g]	Allan Wallace.

MILLSWOOD STATION 7.25"g

Station attendants Andrew Mottram, Allan Brabham and Alex Mitropoulos dispatched the following trains:-

0-6-0	Koppel	Glen Templeman.
0-4-2	Talylyn #1	Bert Francis.
0-4-0	Dolgoch #2	Barry Dunstan.
4-6-0	WAGR"B" class Karalee [ftr]	Les Smith.

After gaining a full head of steam on "Karalee" Les Smith had to abort his run due to water feed problems.

NEW MEMBERS.

SASMEE welcomes the following new members and trust that they will share a long and happy association,

Roger Wood. Full Member Elected September 07

Ben Cottle. Junior Member Elected September 07

PAVING.

After some delay [shortage of payers] the pathway across the 5" g tracks, nearby the SASMEE Park pedestrian bridge was completed on Wednesday 14th November. Our recently elected member from Tenant Creek N.T., Len Holbrok, who was on holidays in Adelaide, was noted helping with the project on Wednesday 7th November. This opportunity is taken to thank Ian Thomas for the 120 odd pavers, in fact he has offered us a couple of thousand, we only have to pick them up. If we can possibly pick them up then the pathway can be considerably lengthened which will be a great benefit for the public.

AUCTION NIGHT

The annual night held at the September General meeting gave members the opportunity to clean out the workshop of unwanted stuff and offer same for auction. Our auctioneer and wielder of the gavel was Ian Clark who successfully managed to clear all items to new homes, for some \$200 plus going to the club coffers. Ian was helped in no uncertain manner by our new treasurer, Simon Lindsay, who is now becoming familiar with the role.

SPRING RUNNING -- SEPTEMBER 07

What a surprise to see so many locos turn up for the Saturday run 15th September, albeit 9 of the 11 were 5" g. However the many children for the 10 birthday parties were well catered for. With the green aspect signal re-instated prior to the tunnels it was heartening to observe that all drivers were observing the low [5kph] limit in these areas. With a pleasant day of 20 degrees and the last day of the Royal Adelaide Show, we had a surprisingly good attendance with John Beal on the gate having to co-ordinate many names on birthday lists in addition to

general admittance. Obviously this is a job requiring plenty of patience and understanding. John Beal, Jack Davey and Michael Tingay are in this category.

With John Lewis in the canteen cooking chips, were other helpers, Helen Greenslade and Margaret Sambrooks.

Some drivers are somewhat bewildered with the new magnet operated points control sensor. As the train moves past the sensor the driver "strokes" the activator with the magnet [once only] and the red LED on the sensor box indicates that the points are changing. Some drivers continually "stroke" the sensor and wonder why things do not happen as they should.

At the General meeting further education will be given.

SASMEE PARK STATION 5"g

Station attendants Ainsly Cuthbertson and Brian Greenslade dispatched the following trains:-

2-8-2 D&RGW Mudhen #453	Peter Hoyer.
2-8-2 SAR 700 Class #702	Bob Smith.
0-6-0x2 Kitson Meyer #34	Graeme Driscoll.
4-6-0 LNER B1 #1088	Terry Trezise.
2-8-0 Nigel Gresley #457	Simon Lindsay.
0-6-0 GRW Speedy	Allan Wallace.
0-6-0 Schenectady	David Hawkins.
2-8-0 Buffalo #8307	Brad Cottle.
----- NSW 422 Class D/E	Malcolm Ambler.
----- WAGR X Class Mullena [3.5"g [No Passengers]	Mitchel Templeman.

MILLSWOOD STATION 7.25"g

Station attendants Allan Brabham and Alex Mitropoulos dispatched the following trains, who coped very well with their normal consists.

0-4-2 Talylyn #1	Bert Francis.
0-4-0 Dolgoch #2	Barry Dunstan.

WEDDING BELLS.

Hear on the grapevine that Peter Homann finally tied the knot on September 22nd 07. The wedding took place at Quorn and the obvious thing for Peter to do would be to charter a train, --

which is just what he did! [Wonder if he drove the loco? -- Think not!]

SASMEE wishes to congratulate the happy couple, who plan to honeymoon in Western Australia.

SPRING RUNNING OCTOBER 07

Well what a day! The Sunday pfd for 7th October was just what the doctor ordered -- a cool sunny day of 19degrees, a mega crowd, some 11 birthday parties and people coming out of the woodwork, so to speak!! The gate takings were a near record and Jack Davey [the gateman] must have had quite a headache in co-ordinating all the party names, however Jack seems to thrive under pressure.

A continual line of patrons was noted coming through the gate for some 40 minutes, many boxes, trollys, chairs, folding tables being considered necessary for party purposes.

Notwithstanding the huge crowd, it was noted that a very good ratio of adults accompanied children on train rides. This is good but it is not always the case.

The canteen did a roaring trade with John Lewis doing hot chips and Jean Clark [just returned from visiting her 98 y.o. Father in the U.K.] and Susanne Thomas serving at the counter.

The steam house was manned by Ralph Ollerenshaw, John Weidenhofer, Bob Scanlan and David Eustice with many people encamped under the nearby trees.

The boat pond was well represented with Bob and Rosemary Smith, Bill Weste, Malcolm Ambler and Gerry and Mary Turner showing off their water craft. A visitor, and probable new member, Graham Evans was operating a beautifully constructed steam tug.

A near catastrophe occurred during the afternoon when Gerry lost his submarine!! He spent at least 30 minutes dragging the pond before finally locating it in the silt. Unfortunately Norm Kernich was absent, due to a minor accident at home. However it was very doubtful he could have run his hydroplane as Mum and Dad Duck with 4 Ducklings refused to leave the pond. With so

many people around they obviously thought that the pond was the safest place to be. Their presence did not go unnoticed as many comments were heard from the public.

An unusual event occurred with the A.B.C. and camera crew spending all the afternoon doing filmwork of our operations on a public field day.

This had been pre-arranged through the Executive Committee, and our Secretary Ian Clark accompanied the film crew at various locations around the grounds in order that they obtained plenty of good shots of the trains in action. They were also noted filming the boats on the pond. At the cessation of public running the opportunity was taken to do some unusual filming by attaching the camera to various parts of the demonstrating locomotive which made the camera crew very happy.

Apparently their afternoon's filming was to be incorporated into a production aimed at the European Market.

We have been assured that SASMEE will receive a DVD of the filming at our premises, which will ultimately be shown at a future meeting night.

SASMEE PARK STATION

Station attendants Ainsley Cuthbertson and Brian Greenslade dispatched the following trains:-

2-8-0 Nigel Gresley #456	Peter Homann.
4-8-4 SAR 520 Class #523	John Lyas
0-6-0 Schenectady	David Hawkins.
0-6-0x2 Kitson Meyer #34	Graeme Driscoll.
----- Shunter Junior 005	John Monte.

MILLSWOOD STATION

Station attendants Allan Brabham and Alex Mitropoulos dispatched the following trains:-

0-6-0 Koppel	Glen Templeman.
0-4-2 Talylyn #1	Bert Francis.
0-4-0 Dolgoch #2	Barry Dunstan.
0-6-0 Hunslett #4 [ftr]	Ian Thomas.

Due to heavy loading Koppel added a further 2 cars to a total of

4, with Guard Mitchell Templeman. Hunslett failed to run after an ignition failure and had to be pushed off the track. No doubt Ian will have the problem fixed in no time. Safety Officer of the day was Simon Lindsay [his first time] and although it was busy he had no incidents to report which was good. Everyone had an enjoyable day.

ENTERTAINMENT.

Following the General Meeting for October, Ian Clark provided another DVD showing black and white footage of French Steam, circa 1947 to cessation in 1974. Although the footage was old it was again good quality and of great interest to the audience. The November meeting was the traditional Annual show of work, and as usual quality took the floor with no less than 17 models under various stages of construction. A comprehensive description is given elsewhere in this issue of the Bulletin by the Editor, Bill Coles.

5inch GAUGE CARRIAGE SHED.

The 4 road carriage shed, which was erected some 2 years ago has reached capacity with practically all cars being used fairly regularly. To relieve the congestion a mezzanine has been erected above track number 4 which will hold 4 to 5 cars. Members are reminded that carriage storage at SASMEE, be it 5"g or 7.25"g is only allowed for regular operators. Space just does not permit for long term storage.

MEMBER MOVEMENT.

Member and Railcar Driver, John Mere, has "pulled the plug" with TransAdelaide and has taken up employment driving giant ore trains in the Pilbara Region, W.A. John assures us that he will still be around provided his rostered-off time co-incides with our Public Field Days. John commenced his new employment round about the 5th November 07.

BRIDGES.

Painting of the girder bridges by RadkePainters was completed on th 17th October, and the new colour of heritage red looks

very smart. Painting of the underside tubular sections involved laying on ones back and was not an easy task. Several areas of corrosion were discovered and accordingly these areas were cut out and renewed.

Sometime in the near future the track will require lifting in order to clean and repaint the 1inch square tube which provides some support, however this is not of a main concern.

Alterations on the trestle bridge, which carries the 7.25" circuit was also completed on 17th October following a 3 week break in running. Basically all load bearing areas are now in steel [42Lb per yard railway iron dated 1915 ex Queensland Government Railways].

It still looks like the old trestle bridge, however the wooden trestles are now basically cosmetic. Work on this structure began earlier in the year and progressed as time permitted. SASMEE is grateful for the help provided by the following, Lindsay Hope, Bryan Homann, John Culshaw, John Lewis, Bill Coles, Barry Dunstan and the certifying engineer, Dr Allan Wallace.

A future project on the trestle bridge will be to renew the timber walkway each side of the track, however the choice of material has not yet been made. Anyway it will be a big job but should not interfere with public running.

SPRING RUNNING OCTOBER 07

The weather for the pfd run on Saturday October 20th was indicative of that which has been forecast for this coming summer. With a maximum temperature of 33.8degrees it made steam train driving quite arduous especially following the cooler months. Six birthday parties basically constituted the crowd with many children in the queues awaiting rides and 99% shoe compliant. The 10 locos in attendance more than adequately handled the crowd. Two locos only, representatives of the Tallylyn Railway, handled the 7.25" g circuit without having to add more cars.

With the birthday parties being fairly self reliant the canteen

appeared to have an easy time, staffed by Jean Clark, Dorothy Ambler and John Lewis. Although not working yet Margaret Lewis was noted back after several weeks of absence due to a hip replacement. Ralph, John and Bob were noted in the steam house although things won't quite be the same without the presence of Life Member Colin Cook. [See Obituary]

SASMEE PARK STATION

Ainsly Cuthbertson with help from Mitchell Templeman dispatched the following trains:-

0-6-0x2	Kitson Meyer #34	Graeme Driscoll.
4-8-4	SAR 720 Class #720	John Mere.
0-6-0	Simplex	Len Redway.
-----	Budd Rail Car	Michael Moyse.
-----	NSWGR 422 Class D/E	Malcolm Ambler.
4-6-0	Black Five #5073	Allan Wallace.
2-8-0	Buffalo [NP]	Ben Cottle.
-----	X class Mullewa [3.5" g NP]	

Mitchell Templeman.

Ben and Mitchell being Juniors with Class 2 competency
Certificates were driving with no passengers [NP]

MILLSWOOD STATION.

Allan Brabham and Alex Mitropoulos dispatched the following trains:-

0-4-2	Talylllyn #1	Bert Francis.
0-4-0	Dolgoch #2	Barry Dunstan.

SPRING RUNNING NOVEMBER 07

The pfd for Sunday 4th November was another one of those days to be written in the record book. With a cool and overcast day of 17 degrees it did not dampen the enthusiasm of some 10 birthday parties encamped on the property. Two large parties were set up in the steam house area and no doubt bombarded Ralph, John and Bob with many questions regarding the machinery display. The canteen area was flooded with

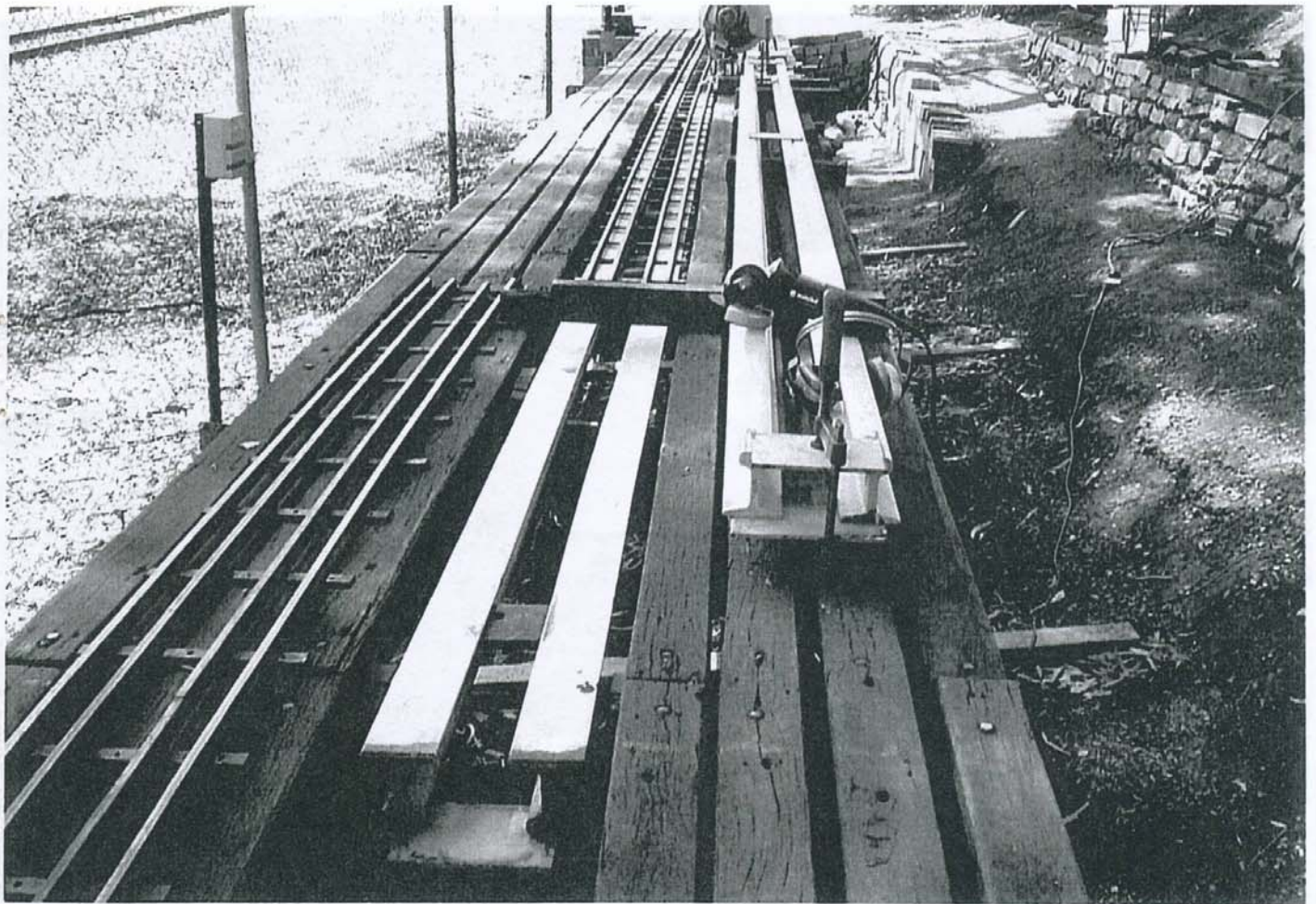


PHOTO 1

PHOTO 2



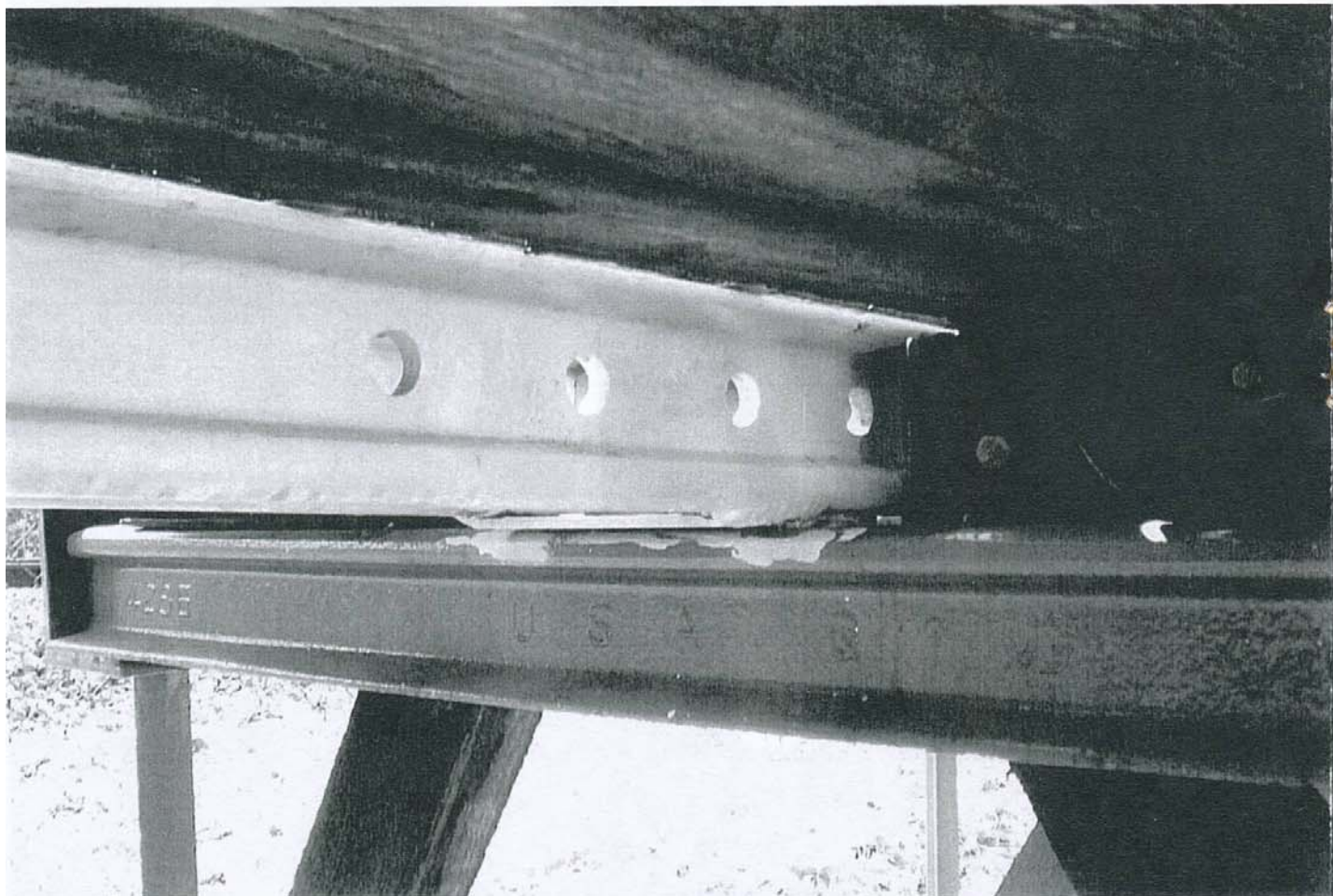
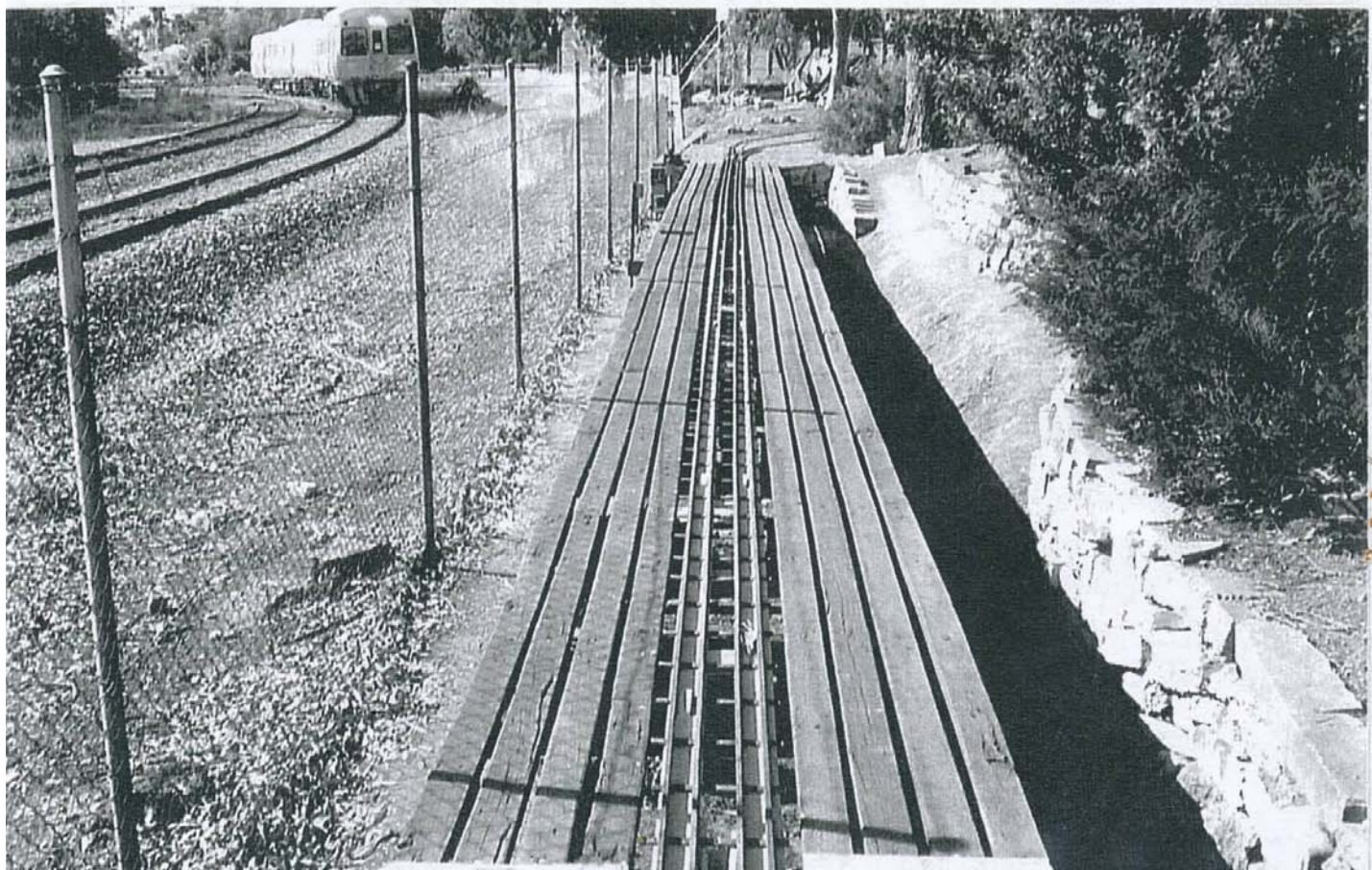
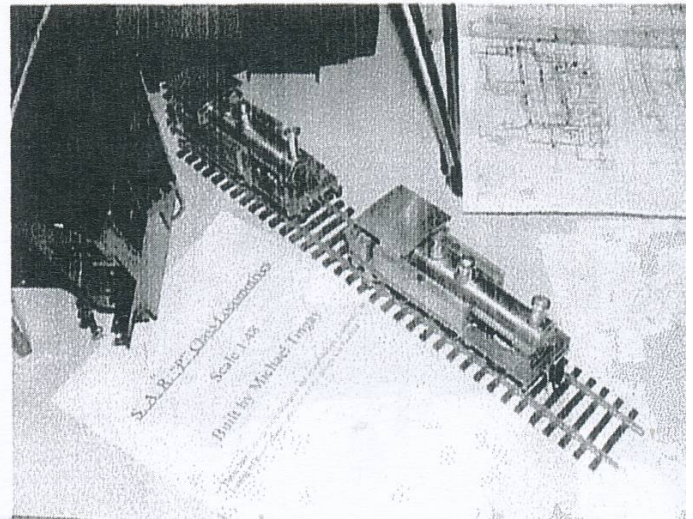
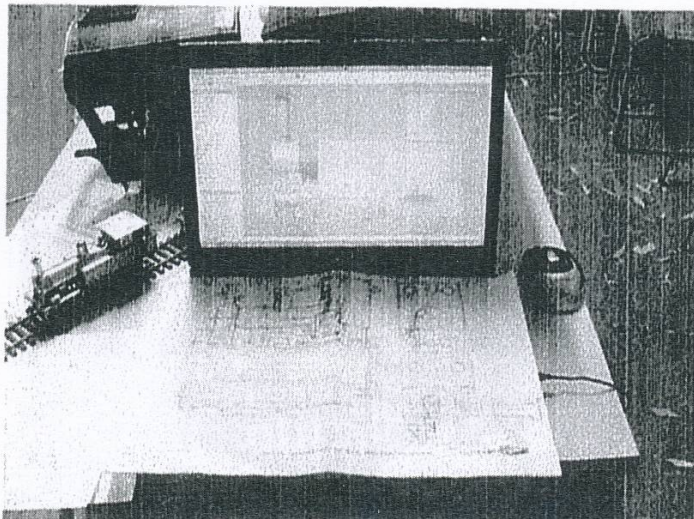
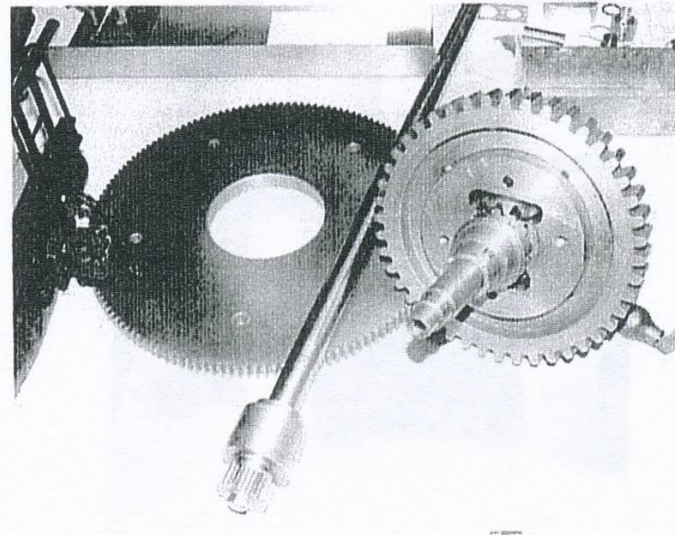
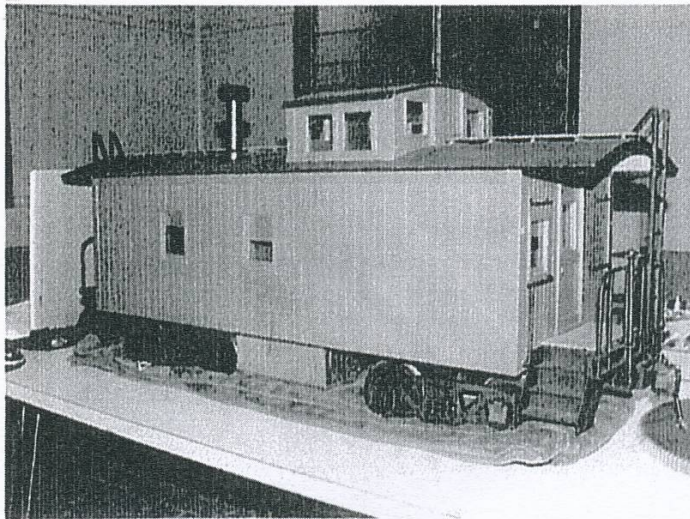
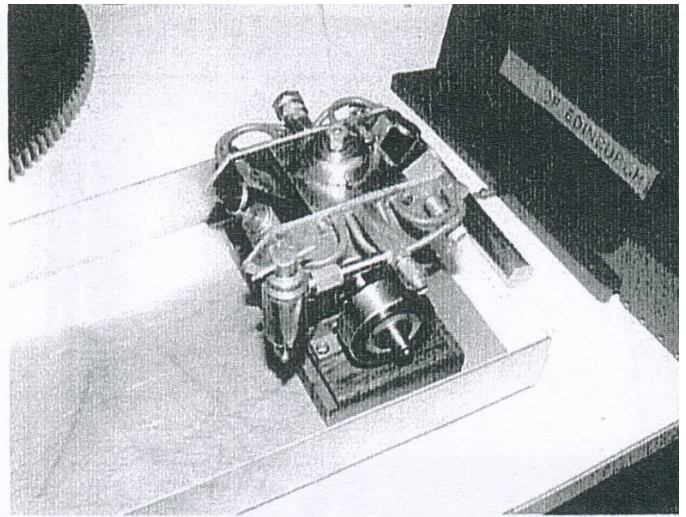
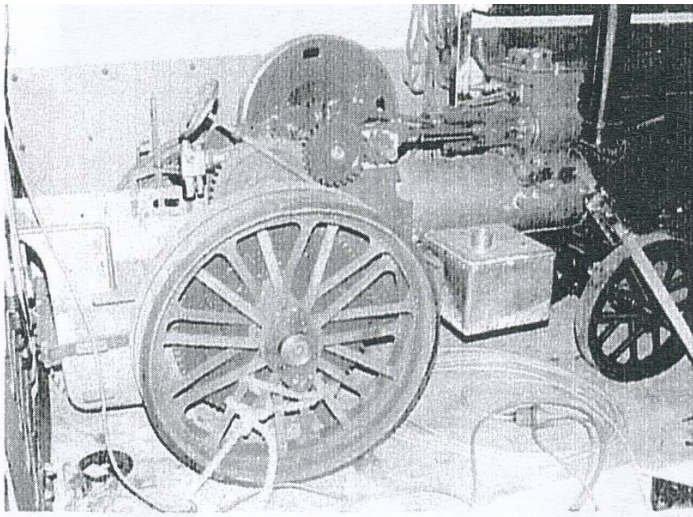
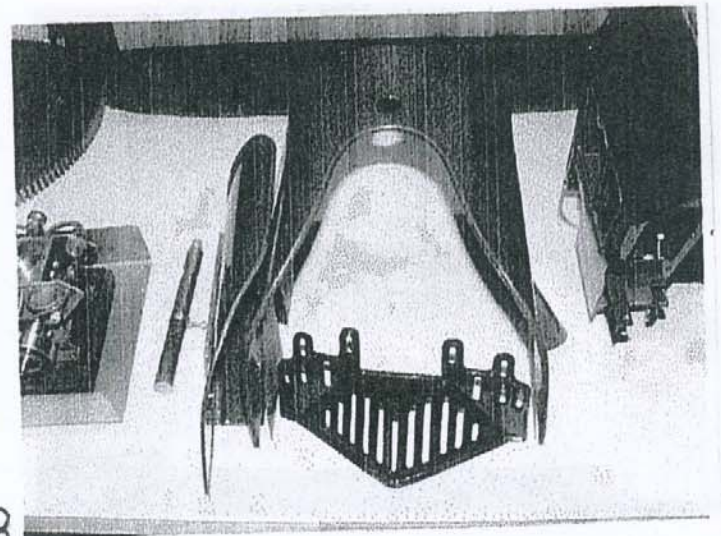
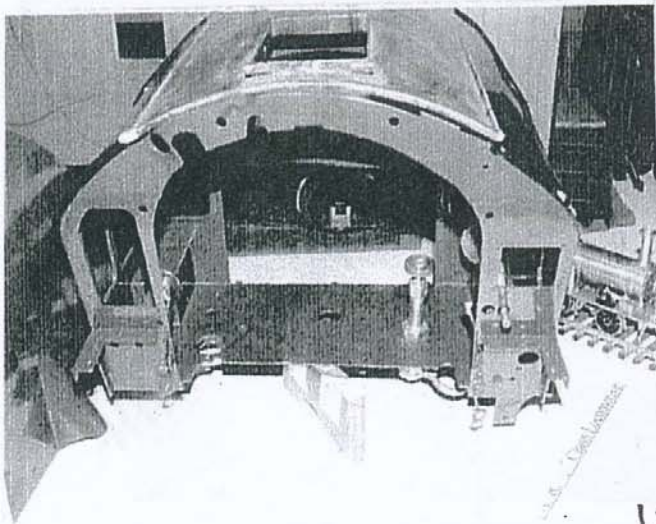
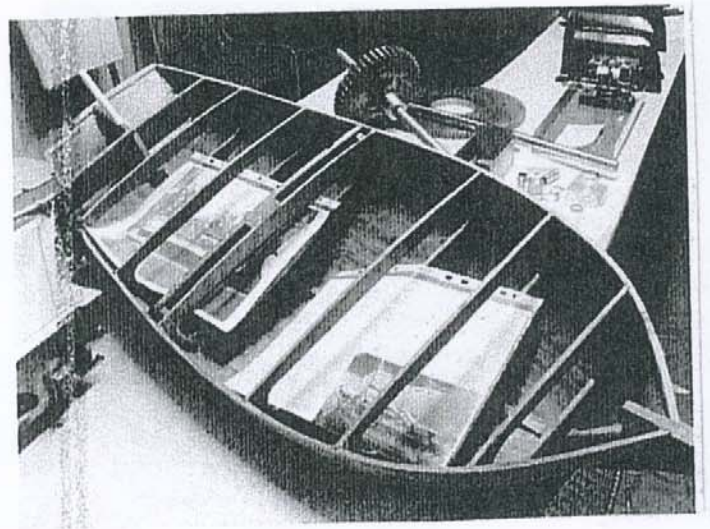
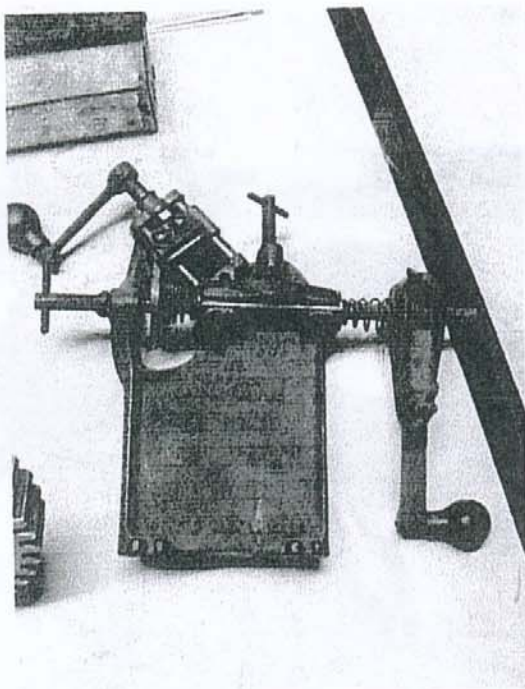
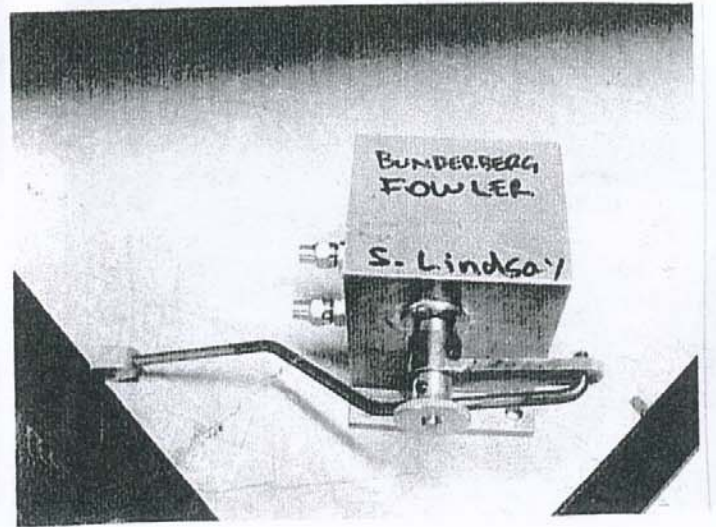
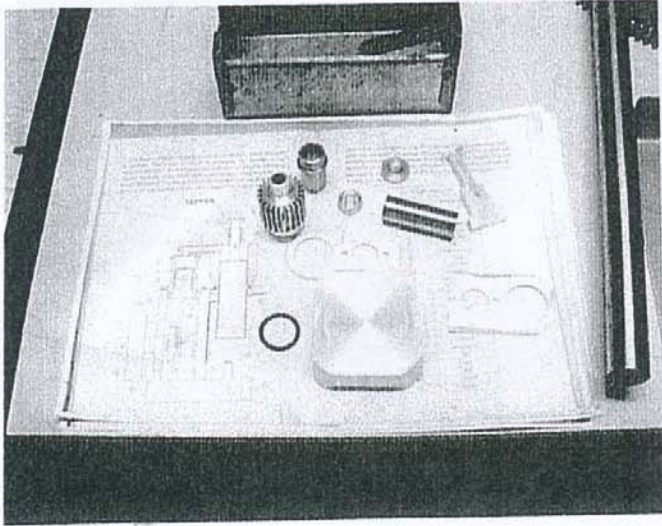


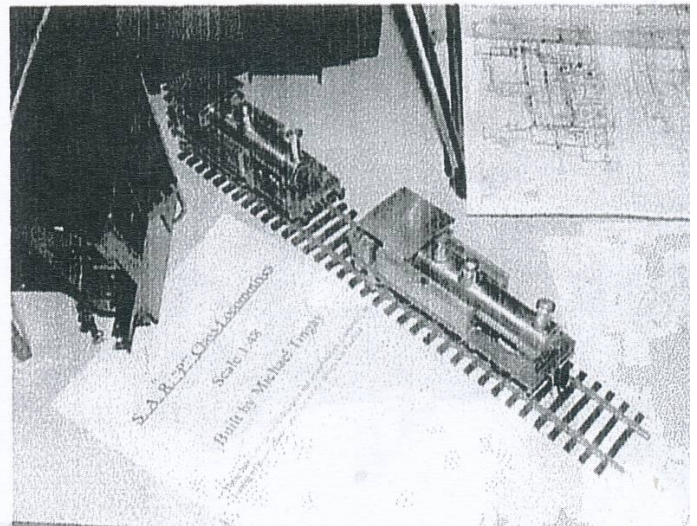
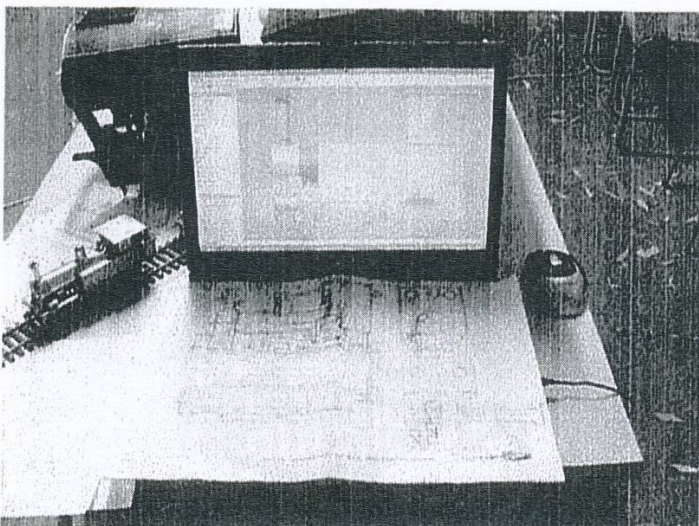
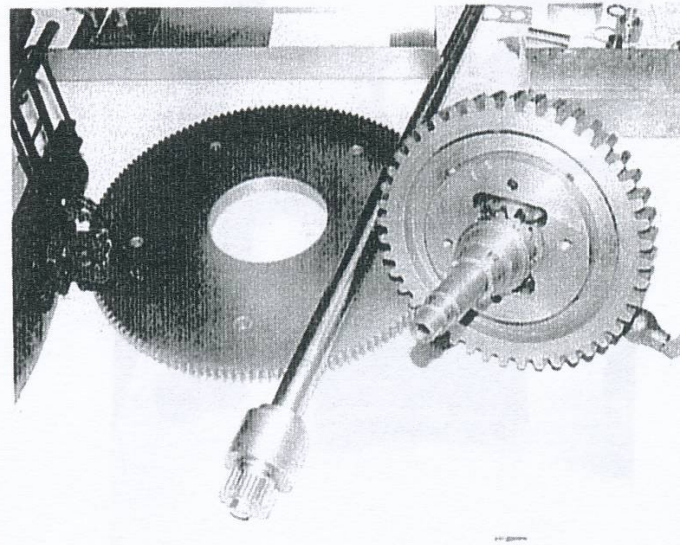
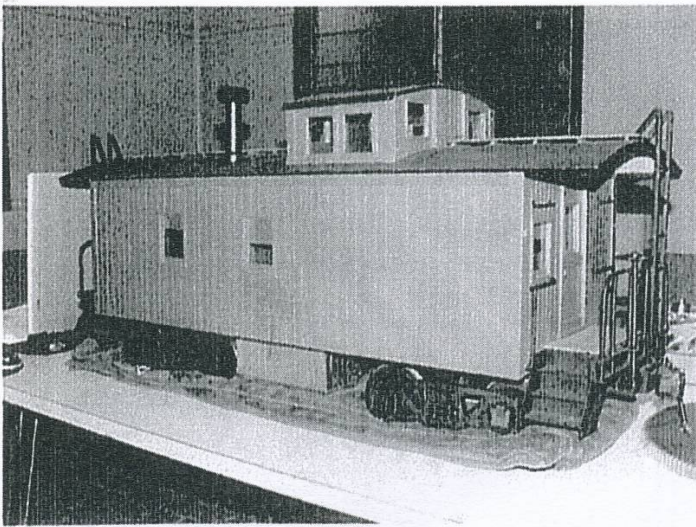
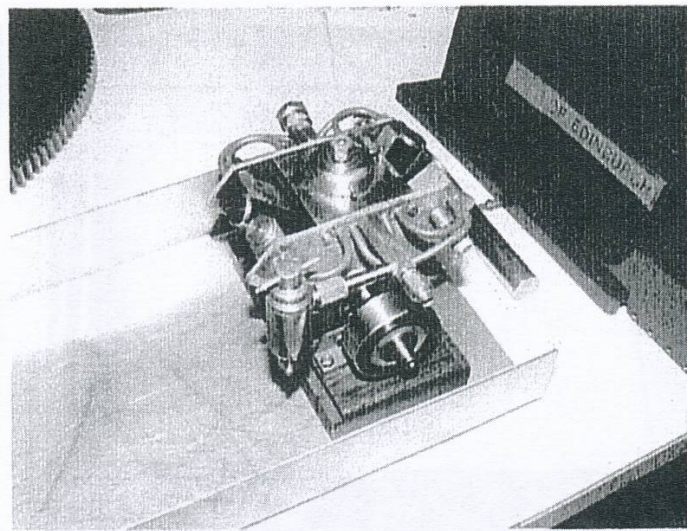
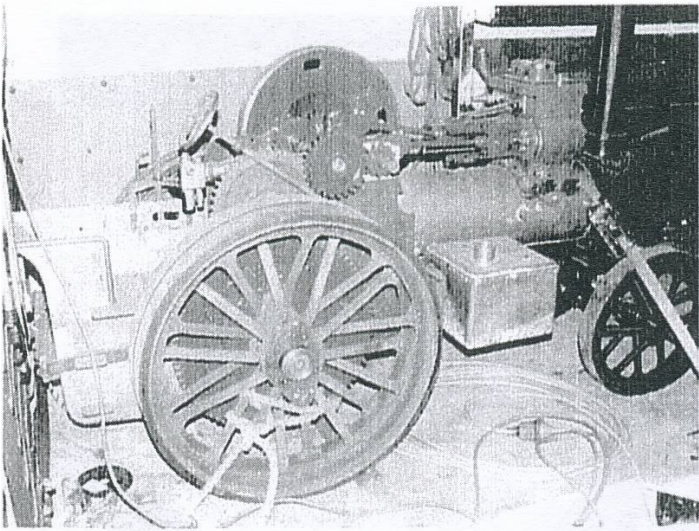
PHOTO 3

PHOTO 4









12A

people all afternoon keeping Jean Clark, John Lewis and Mary Homann on their toes.

As usual the boat pond provided an array of varying vessels operated by Bob Smith, Malcolm Ambler, Marry and Gerry Turner and Norm Kernich. For some reason Norm did not operate his hydroplane notwithstanding the absence of Mum and Dad Duck and their offspring.

SASMEE PARK 5"6

A bad day, for a shortage of station attendants, however Ian Clark soldiered on with some drivers having to load their own trains.

0-6-0x2 Kitson Meyer #34	Graeme Driscoll.
2-8-2 D&RGW Mudhen #453	Peter Hoyer.
2-8-0 Nigel Gresley #457	Simon Lindsay.
0-6-0 Speedy	Allan Wallace.
----- Heisler	Michael Tingay.
----- SAR 930 Class D/E	David Hawkins.
----- Jack & Junior	John Monte.

A number of these trains consisted of 2 cars which helped immensely to move the crowd.

MILLSWOOD STATION 7.25"6

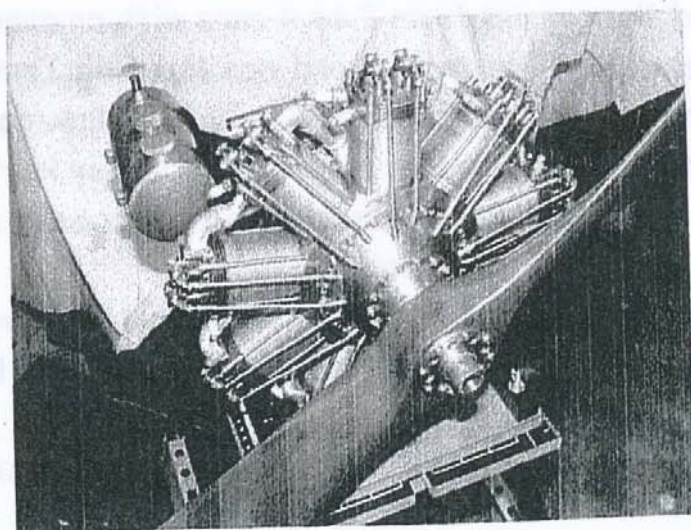
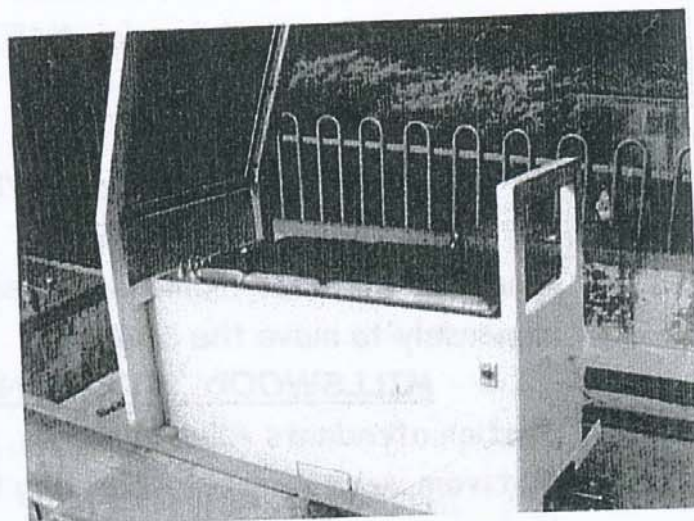
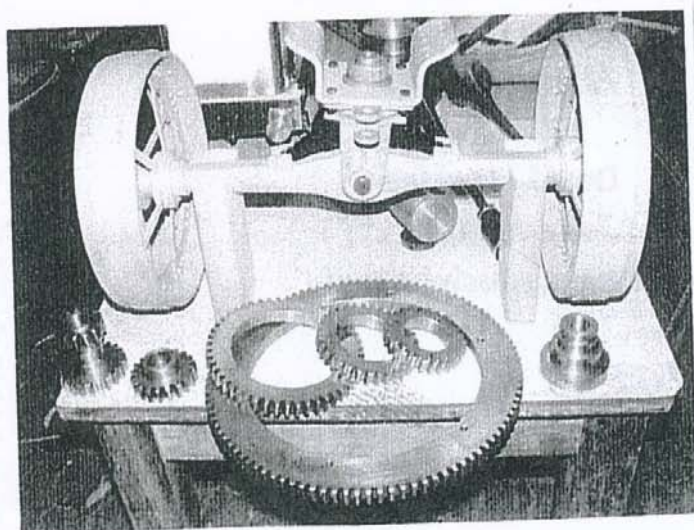
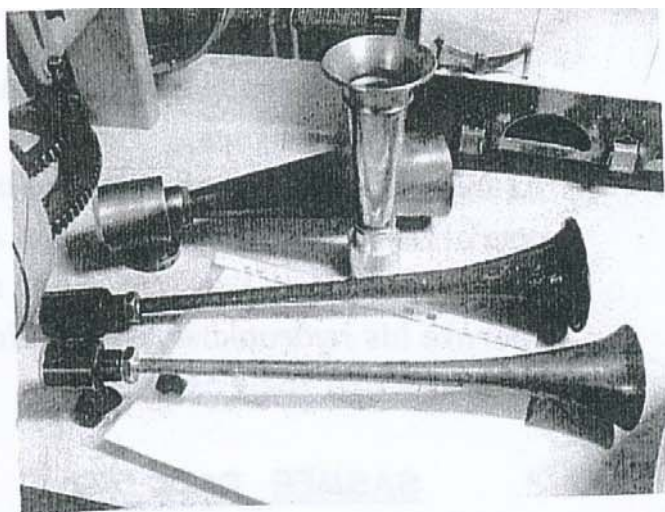
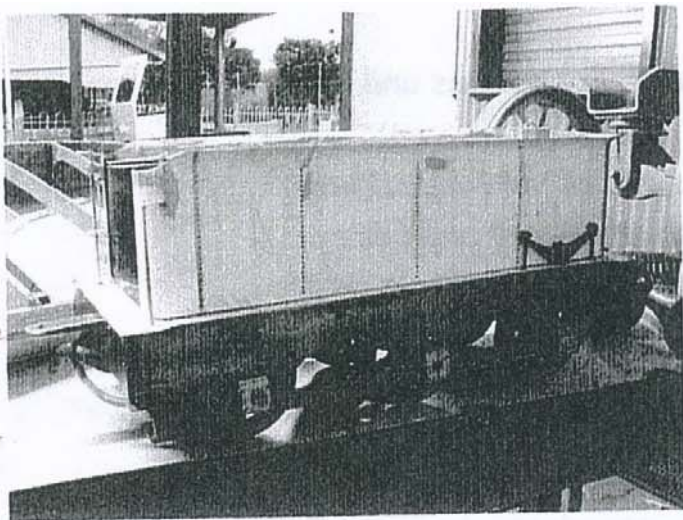
Station attendants Allan Brabham, Alex Mitropoulos and Andrew Mottram were very busy handling the loading of the following trains:

0-6-0 Koppel	Glen Templeman / Bob Nash.
0-4-0 Dolgoch #2	Barry Dunstan.

Koppel increased the consist from 2 to 4 cars with an average load of 36 passengers. The train guard was Mitchell Templeman. Midway through the afternoon Glen had to leave following a phone call regarding a burst water main on the Victor Harbour Road. Relief driver was Bob Nash who Rarely drives in service, however he had some help from Bob Oldfield.

Dolgoch increased the consist from 2 to 3 cars with an average load of 27 passengers. The train guard was John Daly, later relieved by Andrew Mottram.

Helping to swell the crowd on the day were 80 students and



parents from HighGate Primary School, who appeared to have a good time.

We were paid a visit by our recently elected member from Tennant Creek N.T., Len Holbrok, who happened to be in Adelaide on a weeks holiday. A familiar face was also noted in the crowd, that of Port Augusta Club member, Ernie Riding who was also in Adelaide for a short stay.

BOAT POND -- FISH

On Thursday 1st November a further 20 off, 10cm long "Comets" were introduced to the boat pond along with many others that were introduced some 7 months ago. These are now approximately 25cm in length. For some unexplained reason we have had 4 of the original lot die. It is thought that these type of fish play a part in helping to keep the water free of alge. Only time will tell.

XMAS BBQ

A reminder to all members that our Xmas BBQtea will be held on the 3rd Saturday in December, the 15th. As usual no public field day is held. To ensure that you do not miss out on this most popular event, mark the date in your diary and put your name[s] on the list on the Chairman`s desk.

Members are most welcome to bring a loco for a run remembering that for non licensed persons to drive a Class 3 driver must sit behind.

The Advertiser BBQ trailer has been booked, courtesy of Gavin Thrum.

Snags, Patties and Salad will be followed by fruit salad and ice cream. Soft drinks, tea and coffee will be provided. A great sounding combination!!

Please bring your own tables and chairs to gether with eating utensils.

P.S. Please bring a Jacket in case the evening turns cold.

Last year was !!

PLAY NIGHT

The General Meeting night in January [8/1/08] traditionally takes the form of a play night.

The Secretary has sent notices to other kindred Clubs inviting them to attend, locos included. Members and visitors are reminded that a class 3 driver must accompany non licensed persons when driving. Visiting steam locos must be in possession of a current boiler certificate, and all trains running after dark must show a white light in front and a red Light at the rear. Let us hope that the weather is favourable, remembering that the day in 2006 was 41 degrees.

FISH GALORE

Further to stocking the pond with another 20 "Comets" on Thursday 1st November, Ralph Ollerenshaw discovered, on Wednesday 7th November, that the pond was teeming with a 100 or more baby Comets some 1-1.5" long. Obviously the pond condition [at this time] was ideal for spawning so here is hoping that the water continues to stay healthy. SASMEE records show that when the pond was first filled with mains water in 1958 it was stocked with fish [type unknown] in the belief that alge would be controlled. Only time will tell in relation to today's condition.

GREENER PASTURES.

A familiar face at Public Field Days over the last 28 years has accepted further challenges in life which will curtail future involvement in SASMEE. Craig Dunstan has accepted an appointment with SteamRanger Heritage Railways as their Mechanical Services Manager, in charge of all locomotives and rolling stock.

In addition to his full time job this voluntary work leaves very little spare time. As of November SteamRanger is still without any operational steam locos as Craig had to can RX207 because of worn out wheel tyres. New Tyres have been ordered from South Africa. Engine 621 was canned account tender bogie

problems, worn out valve cylinders and several other problems. The track between Mount Barker and Strathalbyn was re-opened in October following insertion of 2000 plus sleepers, and trains are diesel hauled for the present time.

With the small workforce at SteamRanger`s diposal albeit dedicated, the return of service of these 2 locomotives is an immense task, however it is hoped to have engine 621 "Duke of Edinburgh" operational by the end of the year to work the Cockle Train service at Victor Harbour.

Following this RX207 will have its wheels re-tyred and other minor tasks attended to in order for return to service in the early part of 2008.

Steam power has always been a popular drawcard and although trains are running again, hauled by diesels, the Public`s enthusiasm is somewhat diminished.

Don`t forget, Bernie Dickinson`s train is still yet to operate.

SPRING RUNNING NOVEMBER 07

The penultimate run for 2007, Saturday November 17th was hosted basically for 6 birthday parties as these constituted 95% of our patronage. Four working locos handled quite adequately a small crowd at SASMEE Park Station whilst Millswood Station was capably handled by 2 locos. The weather was a warm 31 degrees which broke the November average of 6 consecutive days over 30 degrees. The worst was yet to come with the forecast as follows, Sunday 35, Monday 37, Tuesday 39 with a cool change expected for Wednesday of 23 degrees.

Norm Kernich looked quite lonesome being the only attendant at the boat pond whilst nearby the steamhouse was staffed by Ralph Ollerenshaw, John Weidenhofer, Bob Scanlan and Ian Foster.

MILLSWOOD STATION

Station attendants Allan Brabham and Ian Clark dispatched the following trains:-

0-4-4 SAR V Class #9

John Daly.

0-4-0 Dolgoch #2

Barry Dunstan.

SASMEE PARK STATION

Station attendants Brian Greenslade and Ainsly Cuthbertson dispatched the following trains:-

4-6-0	SAR N Class Baldwin	Bob Smith.
0-6-0x2	Kitson Meyer #34	Graeme Dricoll.
-----	NSW 422 Class D/E	Malcolm Ambler.
-----	Heisler	Michael Tingay.
4-6-0	Virginia #5491 [no pass.]	Ben Cottle.
-----	WAGR X Class [no pass.]	Mitchell Templeman.

SICK LIST

Hear tell that 2 of our members had a stint in hospital in mid November. One of our boat boys, Dean Deguisto, and Treasurer, Simon Lindsay have been on sick parade and we trust that the worst is over and speedy recoveries are the order of the day. Incidentally, Don Awalt continues to improve.

ANNUAL CLUB LUNCH

This popular event was again held at the Port Adelaide Football Club Bistro, Alberton, on Sunday 18th November. Some 40 souls availed themselves to the "all you can eat" type food bar at a reasonable cost, and by all accounts thoroughly enjoyed themselves. For 3 hours members and families had the pleasure of one another's company and would you know, trains hardly got a mention!!

BUILDINGS AND STRUCTURES

Since SASMEE property has been under the control of the Unley City Council, some 7 years, it is our responsibility to ensure that our buildings and structures are kept in a safe and sound condition. All of our bridges have recently had the "once over" particularly the steel "Girder" bridge which presented a problem, ably overcome by Radke Painters.

It is some 14 years since our outbuildings last had a coat of paint and an inspection clearly showed a need for a freshen-up as opposed to letting things go and reach a chronic stage.

Four quotes were obtained, including Radke Painters, who strangely enough gave the best quote and value for money.

It is anticipated that the work will be completed in early 2008

SOME SASMEE HISTORY

June 1971 Member Harry Pearce stated in an interview, that he joined SASMEE in 1928 just one year after its inception at which time there were about 24 members.

September 1978 The western side of the tubular steel "Girder Bridge" along with concrete piers supporting 2 lengths of inverted 60lb railway rails on which the dual gauge [7.25" & 5" g] tracks rests, was nearing completion.

Did you know that the present club house roof, due to a shortage of materials, came from a disused fowl house and to this day is still in good condition. Also the first meeting in the Clubhouse was held on a dirt floor, the lighting consisting of 2x12volt batteries wired to a 12 volt globe.

RAILWAY QUIZ.

Q. Whate is a "Mike"?

Answer next Bulletin.

Answer to quiz ----- Last Bulletin.

Q. In what year and where did the last streetcar run to.?

Answer. 1958, to Cheltenham.

PHOTO GALLERY

Photo 1 Showing the longitudinal timbers removed and 2 inverted 42pound/yard railway lines already in place with some 7.25" g track reinstated. The RHS of the bridge shows another section under fabrication and nearly ready for turning and installing.

Photo 2 Shows all fabricated sections of 42lb/yard line inplace ready for the remaining 7.25" g track to be re-instated.

Photo 3 Shows the inverted 42lb/yard lines resting on the same material transversely. All major supports are now of steel.

Photo 4 Shows the completed job with an open invitation to the oncoming 3000 Class Railcar to "have a go"!

OBITUARY

Colin Cook 1916-2007

Colin passed away on the 17th October after a short stay in Hospital. My first recollection of Colin was as a lad of around 7-8 years old as my Sunday School teacher. Colin and family were regular visitors to our house and many an enjoyable day was spent with them.

He grew up in Croydon and the West Coast and then back to Adelaide, where he was to stay and work at the Queen Victoria Hospital in the X-ray Department. He received a British Empire Medal for his work in this field.

His interest in all things steam was a life long passion, we talked about locos the day before his death. I well remember a night when we visited Mile End loco depot and we got under #504 after its last trip to Tailem Bend and I got grease over my shoes which didn't go down to well at home. Also the night he left a message at home to meet him at 1am. at Blackwood Station as there was steam on the "Scavenger".

Heloved to tinker and spent many hours building working models of valve gear generally out of anything he could find, old fruit cans were treasured items. He had an enquiring mind and was always reading books about all the Locomotive designers and their engines.

Colin built two 3.5"g "Tich Loco" and he ran them on a short piece of track he set up at home.

Colin was a Life Member of SASMEE and a past Secretary but his passion was the Boiler House where he could always be found talking to members and visitors alike, demonstrating his latest work or blowing through plastic tubing to show how pistons and valve gear worked.

Colin was one of life's true gentlemen and he will be missed by all those who knew him.

Farewell my friend , it was truly a pleasure to have known you.

John Gordon.

SHOW OF WORK NOVEMBER 07.

Editor. Bill Coles

Show of work nights are always awaited with anticipation and a sense of the unknown. This years presentation was no exception. Some of the work we had seen up to the '06 stage of development but a year on, one can appreciate the progress being made. As usual some exhibits had their first showing.

Show of work nights are most probably the only meeting of the year when all discussion centres around workshop items.

I took photos of all the items [hopefully] some not as clear as one likes, but the intent was to record them for printing presentation. I haven't numbered the photos but I anticipate the description will suffice to identify them.

Peter Hoyer had taken the trouble to bring along his substantial 1/4 scale Fowler Road Locomotive. Started many years ago it is well on the way. Good scale detail combined with a high degree of workmanship makes this one to watch in '08.

Brad Cottle displayed 2 items. A neat V4 oscillating engine. Think it was from a series in Live Steam, but would not be sure. The second item, with a note saying unfinished was a 5" g caboose. Really very nice! Detailing was first class. Colouring in brick red? and black really set it off. We all await the finished item on the track.

John levers has been working on his "Simplicity" Roller for a while, and is well on the way toward completion. The items on the table related to the main road driving gears/differential componets. Very substantial, both in size and weight. Having had the privilege of seeing the rest of the componets of this project it will be a beauty when completed.

Michael Tingay's presentation of using a laptop and a CAD programme to achieve the construction of two SAR "P" class engines in 1:48th scale is most probably a first at a SAMEE show of work. Yet to be completed [all in brass fabrication] this is high class detailed modelling using today's technology.

Paul Waugh [the late Phil's Grandson] has taken on the job of rebuilding/ refurbishing the 5" g "Duke". Items to date and shown were the cab, cowcatcher. smoke box shroud, with

polished name plate, and the whistle. Pauls current project is gathering data and materials for a boiler replacement.

Ralph Ollerenshaw displayed the components for the "Tapper" engine. I failed to record details on this model but in looking at the items involved it looks a nice piece of work. We need Ralph to give a presentation at a meeting night to explain the details of this project.

Simon Lindsay is well on the way with his 7.25" g "BunderBerg-Fowler". The item displayed was the very neatly made mechanical lubricator. From the external size of the lubricator one can gauge the massiveness of the final project. [refer `06 Bulletin photos].

One item was of particular interest, and I would say extremely rare, was a compact, well thought out engine valve refacer.

Cast lettering indicated "The Perfect Valve Lathe" May 11th 1920. This device, displayed by Malcolm Ambler, held the valve stem as datum, which one rotated with a crank handle whilst with the other hand you fed the cutting tool across the valve seat. The tool being set to the desired angle. One would assume you clamped the unit in a vice or bolted it down. A very practical workshop tool in days gone by. Believe the unit belonged to Malcolm`s Dad.

Bill Weste`s project clearly demonstrated the art of the skilled wood worker [Bill served an apprenticeship as a pattern maker] The project is a 1inch to the foot Gaff Yawl rigged hull of the first single handed round the world sailing by one Joshua Slocomb. The model is 38" long and when complete the aim is to reproduce the original in complete detail. Bill has gathered a lot of data about the original to ensure compliance of the model. The planking was something to really appreciate. You may have noticed a photo Bill had of a project he has in hand, of refurbishing a 1906 Admiralty Pattern Lathe by Drummond Brothers. This Lathe is being reconditioned from front to back and is coming along very nicely.

Bob Smith is making headway with the tender of his 2-4-0 North Eastern Railway Fletcher. As usual with Bob`s projects, lots of good clearly defined detail.

Ron Christie` s projects generally create a degree of interest, this years being no exception. Four sirens of various pitches. When powered by a monster of a plunger pump [very large version of a bike pump] the outgoing volume is guaranteed to clear complete neighborhoods of cats and dogs. What one doesn` t see or appreciate is the very complex and precise machining and drilling that goes into making the pulse and turbine items of the air chambers.

The Alchin group have ben active in pushing on with components for their traction engines. Ross Stephenson brought a long a frontwheel and axle assembly from their project together machined main and secondary drive gears. Undercoated in grey the workmanship was of the highest order.

The Dicker family presented their Shorty 12 [I think I have it right?] This seems a family fun machine which is used around their track at home. Rumour has it that a stock of spare steel wheels is an essential item if continuity of running is to be maintained.

Bill Coles has completed the mechanical side of his BR2 rotary radial after some 5 years. Remains now to tidy up the valve timing and produce a system to generate sparks. When shown the completed project for the first time the only remark from his wife was that it was nice and shiny! The impressive propeller is the work of SASMEE member Graeme Brown. We all await next years show of work.

INFORMATIVE WEB SITES

SASMEE member Don Awald recommends the following web sites as worth looking up:-

www.colinusher.info/indexes/mewindex.html

This site will give you all the subject matter for Model Engineers Workshop. As a bonus if you go to the links you will find the index for Model Engineer from 1898 to 2007.

www.myvirtualnetwork.com/mklotz

This covers a whole range of workshop projects, data and a wide range of useful information. Make use of the links.

OTHER THINGS

The Editor :- Bill Coles.

I thought the following may be of interest,

Samuel Colt. 1814-62

Son of a successful Connecticut merchant, Colt displayed a keen interest in firearms from an early age. He considered schooling as a distraction and deliberately adopted an atrocious scrawl to stress his independent character and ambitions.

He developed a "revolving -breeched pistol". In 1835 he was granted British Patent #6909 for a six-shot folding-trigger pistol and a ten-shot long gun. On 16th July 1837 the United States Board of Ordnance tested Colt's prototype weapons and found them unsuitable for Military service. Colt at the time was working alongside Captain Samuel Walker, a former Texas Ranger who was critical of Colt's design. Colt set about a redesign. This design was adopted by the U. S. Government and used in limited success in the Mexican War [1846-48].

In 1849 he took out patents in England for a modified version of the weapon used in the Mexican War. He set up a factory [1852] in Pimlico, London using up-to-date machinery and "Yankee know-how" to produce high volume items, interchangeable with one another using unskilled labour. Colt provided his employees with heating, lighting and bathing facilities. Factory output, 600 pistols a week. Unskilled labour received 10 to 15 shillings a week. Skilled labour up to one pound a week.

The pistol in demand was the Colt-Walker Dragoon or Army revolver of 1847. This completely re-designed weapon was quite formidable. It was 0.44" calibre "six shooter" with 9" barrel, and weighed an astonishing 4lb 9oz. The chambers would accept up to 57 grains of black powder which gave a muzzle velocity of 1,500 feet a second. Colt had reduced the lockwork to 4 basic parts: a trigger; a pawl, linked to the hammer, which rotated the cylinder; a cylinder locking bolt; and a spring for the locking-bolt trigger. There was a trigger guard with an integral rammer which was pivoted below the barrel. The Iron and steel for his factory was supplied by Thomas Firth & Sons of Sheffield up until the late 1860's.

The factory was a building of 3 floors each 300 feet in length, containing upwards of 150 machines all wrought by one steam engine of 30 horse power. The ground floor was devoted to the forging and machine tools while the second and third floors were occupied by those engaged in fitting and finishing the pistols.

The Crimean War was causing concern and the Board of Ordnance was receiving requests for weapons. The Navy fleet requested 180 pistols and Colt was given an order for 4 thousand Navy model revolvers [a smaller lighter, version of the Dragoon] at a price of 2 pounds 10 shillings each [add 5 shillings if you wanted silver plated back straps and trigger guards]. Percussion caps were ordered [500,000 off] at 4 shillings per thousand. Production of Navy models was also being carried out in Hartford [U.S.of A.] bring the number of 42,000 being produced.

The orders for the pistols were delivered to the Tower of London. All were individually inspected and stamped by teams of inspectors from the Woolwich Arsenal. At the Tower, on 6th Febuary 1856 the Small Arms Department produced a list of 9 thousand Navy model revolvers there, complete with itemized details of spare parts, caps, bullets, powder flasks, bullet moulds and assorted springs. Many of these revolvers remained at the Tower until early 1860` s. [Crimea armistice signed on 28th February1856]

Despite breakages and lack of proper maintenance on the batle field, Colt`s pistols had nonetheless proved their worth, but rivals were looming and would prove quite formidable.

Samuel Colt died on the 10 th January 1862, but his company continued in business and many of his army and Navy model revolvers were sold during the American Civil War, mainly to the Union for calvalry use.

Although by 1900 Samuel Colt`s orginal "revolving breeched pistol" had become a curiosity or collector`s piece, it was nevertheless a part of history. One can only imagine Colt`s reaction to the enormous strides made in the weapons which still bore his name. He would surely have been impressed.

[abstracts taken from, Colt Revolvers by Joseph G. Rosa]

S. A. S. M. .E. E. OFFICE BEARERS

2007----- 2008

PRESIDENT: BARRY DUNSTAN 8248 4843
VICE PRESIDENT: GLEN TEMPLEMAN 8338 0380
SECRETARY: IAN CLARK 8293 6537
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MINUTE SECRETARY: JOHN BEAL 8297 2314
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CANTEEN MANAGEMENT: EXECUTIVE COMMITTEE

VICE PATRON: J. BERNARD DICKINSON
BA., C.Eng., M.I. Mar. E.

SASMEE "BULLETIN" BILL COLES [editor]
4 CLOVELLY AVE. HOVE 5048
8296 2167
EMAIL: bjhove@internode.on.net

SASMEE MAIL: PO BOX 208 GOODWOOD, S.A. 5034